

YEAR

2023

LINK CONNAUGHT RD C (from CLEVERLY ST to GILMAN ST)

COVERAGE (B) STATION

2207

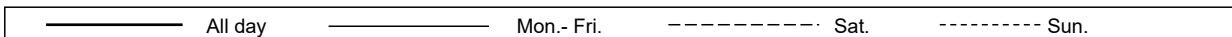
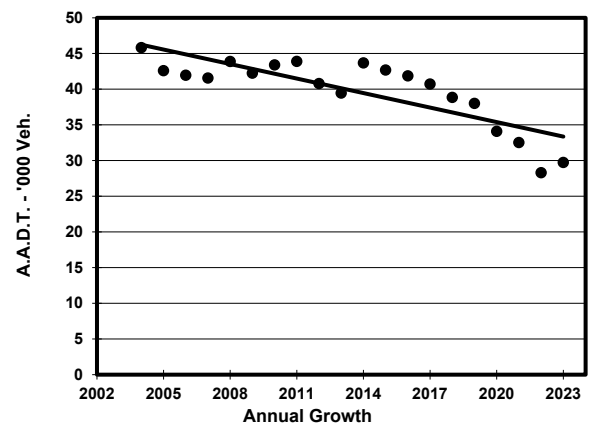
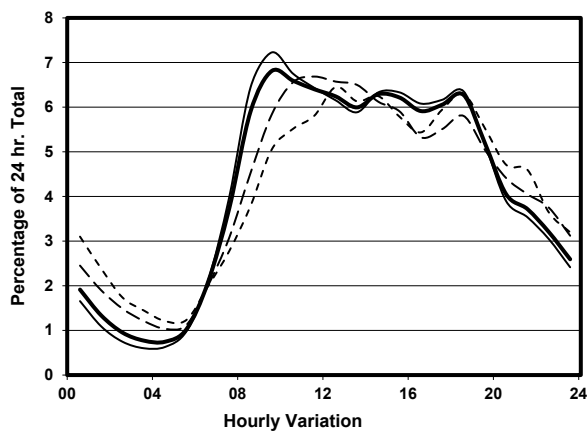
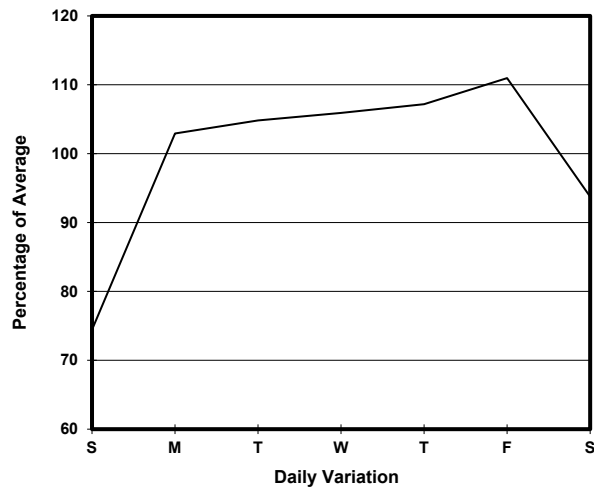
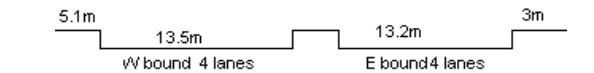
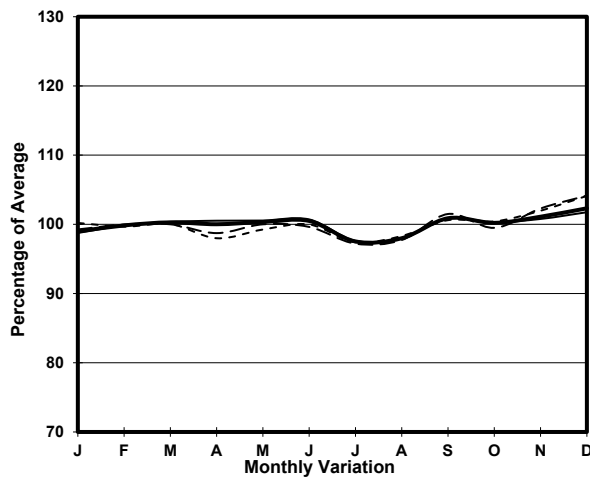
ROAD NETWORK

MAJOR

ROAD TYPE

PRIMARY DISTRIBUTOR

## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	17670	19160	16740	13030
R 12 / 24 - %	71.4	73.2	67.2	63.8
R 16 / 24 - %	88.3	89.7	84.9	83
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1200	1390	970	660
T - % (AM)	-	16	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1090	1190	940	810
T - % (PM)	-	10.2	-	-
Prop.of commercial vehicles - 16 hr.	-	13.9	-	-
<b>WEST BOUND</b>				
A.A.D.T.	12050	13040	11230	9230
R 12 / 24 - %	73.9	75.5	70.3	67.3
R 16 / 24 - %	89	89.9	86.8	84.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	820	940	670	470
T - % (AM)	-	12.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	780	850	690	590
T - % (PM)	-	18.9	-	-
Prop.of commercial vehicles - 16 hr.	-	12.2	-	-

## 3. OTHER INFORMATION AND COMMENT

**4. Vehicle classification and occupancy - Monday to Friday**

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.9	19.4	31.0	2.5	1.1	19.4	2.8	1.8	0.0	18.3
	Ocp	1.0	1.3	1.8	6.0	11.7	1.2	1.5	9.4	0.0	29.8
0800-0900	Pro	2.0	27.7	31.9	1.2	1.2	12.2	1.3	5.4	0.0	17.1
	Ocp	1.1	1.3	1.7	4.7	7.9	1.4	1.6	30.9	0.0	39.1
0900-1000 Peak hour	Pro	3.1	35.9	28.3	0.1	0.6	17.3	1.7	1.1	0.0	12.0
	Ocp	1.1	1.4	1.7	1.0	6.5	1.4	1.5	24.5	0.0	24.5
1000-1100	Pro	2.4	38.9	31.1	0.6	0.2	15.7	1.6	1.0	0.0	8.5
	Ocp	1.1	1.4	1.8	2.3	10.0	1.5	1.9	7.8	0.0	18.8
1100-1200	Pro	4.6	38.8	27.0	0.5	0.3	19.5	1.1	0.5	0.0	7.9
	Ocp	1.1	1.5	2.0	2.3	7.0	1.5	1.6	14.7	0.0	16.9
1200-1300	Pro	6.8	35.5	29.6	0.5	0.0	17.6	2.0	0.7	0.0	7.4
	Ocp	1.1	1.5	2.0	2.3	0.0	1.5	1.1	6.0	0.0	18.2
1300-1400	Pro	5.1	35.7	33.4	0.5	0.4	14.9	1.2	0.9	0.0	7.8
	Ocp	1.0	1.4	2.0	1.7	9.5	1.5	1.3	13.4	0.0	19.0
1400-1500	Pro	5.3	38.5	30.0	0.3	0.7	14.7	1.7	1.2	0.0	7.7
	Ocp	1.1	1.5	1.9	3.0	7.8	1.5	1.4	3.6	0.0	16.1
1500-1600	Pro	4.1	42.3	28.4	0.5	0.7	13.9	1.2	1.1	0.1	7.7
	Ocp	1.0	1.6	1.8	5.7	9.3	1.5	1.6	4.0	3.0	17.1
1600-1700	Pro	3.8	53.0	21.7	0.2	0.7	8.7	0.5	1.3	0.0	10.0
	Ocp	1.0	1.4	2.1	3.0	13.8	1.5	2.0	10.7	0.0	17.6
1700-1800	Pro	4.1	45.5	25.3	0.8	0.6	7.6	0.4	1.2	0.0	14.3
	Ocp	1.0	1.4	2.1	4.0	13.3	1.4	1.5	8.7	0.0	22.6
1800-1900	Pro	6.6	53.3	22.4	0.5	0.4	4.0	0.2	1.0	0.0	11.6
	Ocp	1.0	1.7	2.2	5.0	8.5	1.3	1.0	11.5	0.0	30.6
1900-2000	Pro	5.3	49.1	30.8	0.2	0.4	2.9	0.0	1.6	0.0	9.8
	Ocp	1.0	1.5	1.9	2.0	6.0	1.4	0.0	17.0	0.0	21.5
2000-2100	Pro	6.3	35.6	39.6	0.0	0.5	4.0	1.0	1.0	0.1	11.8
	Ocp	1.1	1.6	2.0	0.0	4.5	1.7	2.0	7.5	1.0	12.8
2100-2200	Pro	3.4	39.6	38.8	0.3	0.6	3.1	0.3	1.4	0.0	12.6
	Ocp	1.1	1.8	2.2	1.0	9.5	1.9	1.0	7.0	0.0	13.6
2200-2300	Pro	3.0	34.6	41.0	0.4	0.8	1.1	1.1	0.8	0.2	17.1
	Ocp	1.0	1.5	2.0	5.0	4.5	1.3	1.3	11.0	1.0	14.1
16 hours	Pro	4.4	39.6	29.9	0.5	0.5	11.8	1.1	1.4	0.1	10.8
	Ocp	1.0	1.5	1.9	3.8	8.8	1.5	1.5	16.5	1.4	22.4

**Legend: Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)\*

**Ocp.** Average occupancy of vehicles including both driver and passengers\*

**M&H** Medium and Heavy

\* All traffic data are collected from combined bounds